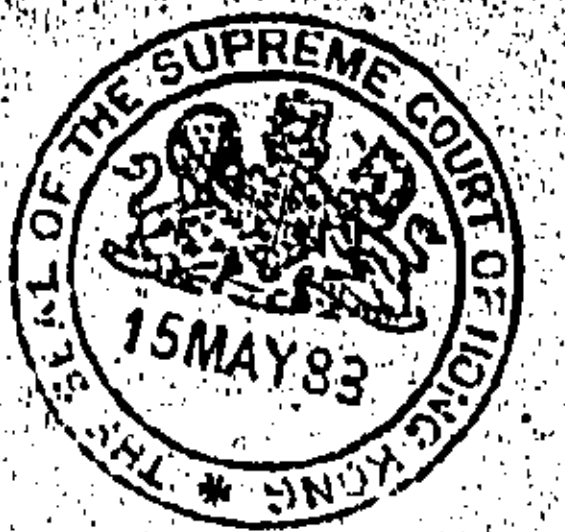


The Hongkong Telegraph.



No. 403.

SATURDAY, MAY 12, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

CHEAP STATIONERY.

LANE, CRAWFORD & Co.
ARE NOW SHOWING A PARCEL OF
CHEAP STATIONERY.

MACHINE AND HAND MADE
FOOLSCAP, LETTER & NOTE PAPERS.

CHEAP PRIVATE

COMMERCIAL ENVELOPES.
BLOTTING PAPER.

SCRIBBLING AND MEMORANDUM
BLOCKS.

OFFICE SUNDRIES OF ALL KINDS.

LANE, CRAWFORD & Co.
Hongkong, 11th May, 1883. [340]

Insurances.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$313,333.33.
RESERVE FUND.....\$79,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., Chairman.
LO YEOK MOON, Esq., Secretary.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq., Secretary.

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the world.

Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERTAKING are annually
distributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1883. [83]

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty
per cent. upon Contributions for the Year
1882 has this day been DECLARED.

Warrants may be had on Application at the
office of the Society on and after the 31st inst.

By order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [359]

LOST.

ON WEDNESDAY AFTERNOON between
A. GOLD LOCKET, with MONROE and
CREST.

The Finder will be REWARDED, if necessary,
on RETURNING the same to the
"HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883. [260]

Notices of Firms.

NOTICE.

THE INTEREST of the late WILLIAM
EDWARD HENRY DUNN in Our Firm
ceased on the 28th March last.
DUNN, MELBYE & Co.
Hongkong, 7th May, 1883. [358]

NOTICE.

WITH reference to the late CHEA KAI
TUNG, Manager and Partner of YEE
CHONG HONG, No. 60, Bonham Strand, who
left for Fokien to celebrate his mother's
obsequies, but died a month after arrival there,
at the request of his wife, concubine, son, &c.,
the settlement of the accounts of the above firm
and deceased's private accounts, have, by the
permission of the Supreme Court, been entrusted to
GAN KONG POY, ON SING CHOW, and
CHEA PHOO GEAN. Notice is given that the
accounts up to the end of Yam Ng Year have
been settled, and deceased's interest therein
ended. The YEE CHONG FIRM's Partners are
now as follows:—DON JOAQUIN B. LIMJAP,
LUM CHEU TO, LUM HUM LIM, CHOI
LIM SANG, CHONG KONG CHEUNG, LUM
HOCK CHIN and CHEA KEE, &c.

GAN KONG POY,
ON SING CHOW,
CHEA PHOO GEAN, } Trustees.
Hongkong, 5th May, 1883. [356]

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

NOTICE.

DURING my absence Mr. E. L. WOODIN
is appointed by the MANAGERS DIRECT-
ORS to conduct the Business of this Company
at Hongkong.

A. McIVER,
Superintendent.
Hongkong, 30th April, 1883. [339]

NOTICE.

M. R. ANTONIO JOSE DA FONSECA is
AUTHORIZED to Sign my name per pro-
curator from this date.

M. A. DOS REMEDIOS.
Macao, 26th April, 1883. [333]

To be Let.

TO LET.

FOR ONE YEAR from June next, the New
BUNGALOW at the PEAK on R. B. Lot
20, now roofed in and nearly completed, the
property of Mr. J. ENSTON SQUIER.

For all information, apply to
BIRD & PALMER.

Queen's Road,
Hongkong, 19th April, 1883. [307]

TO BE LET.

BOULDER LODGE,
No. 1, CASTLE ROAD.

Apply to

THE SPANISH PROCURATION.

Hongkong, 2nd May, 1883. [347]

TO LET.

No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 7, GARDEN ROAD (at present occupied
by Messrs. DEETJEN & Co., and will be vacant
on the 30th June next).

No. 25A, PRAYA CENTRAL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 10th April, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 Rooms)
with GARDEN, in Mosque Junction. The
above has Gas and Water laid on; and im-
mediate possession can be had.

For Particulars apply to

D. NOWROJEE,

Hongkong Hotel. [18]

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

Quarts.....\$22 per Case.

Pints.....\$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS
COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS.

CHOW CHEW,
230, PRAYA WEST.

Hongkong, 5th April, 1883. [263]

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for
Hack, Carriage, Poles or Jumpers.

Apply to

R. FRASER SMITH,

Hongkong, 3rd March, 1883.

FOR SALE.

EX STEAMSHIP "LAURETTE."

A CONSIGNMENT of HOCKINGS'
PATENT FRESH WATER
CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand
Gallons per day.

Apply to

C. FENWICK & Co.,

Victoria Foundry.

Hongkong, 25th April, 1883. [328]

J. AND R. TENNENT'S ALE AND
PORTER.

DAVID CORRAR & SONS

MERCHANT NAVY

NAVY BOILER

LOW FLAX

CHOW CHEW

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [458]

Intimations.

W. BREWER.
HAS JUST RECEIVED.

THE FOLLOWING POPULAR BRANDS OF
TOBACCOS.

OLD JUDGE.

VANITY FAIR.

SWEET CAPORAL.

VETERAN.

BRIGHT VIRGINIA.

BIRD'S EYE.

COCK ROBIN.

UGLY CUT.

SHAG CUT.

PERIQUE MIXTURE.

TURKISH MIXTURE.

TRIPLE ALLIANCE.

CAPORAL.

ALSO,

A LARGE STOCK OF BRIAR WOOD PIPES MEERCHAUM CIGAR AND CIGARETTE

HOLDERS, TOBACCO POUCHES AND SMOKERS' SUNDRIES.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 12th May, 1883. [703]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX S.S. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LAWNS.
BLACK and COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDREN'S BOOTS & SHOES.

EX S.S. "GLENOGLE."

New Patterns in POMPADOIR SATEENS.
Plain Colored SATEENS in every Shade.
FRENCH PERCALES in every Pattern.
Specialties in ZEPHYR CHECKS.
CANVAS CORSETS for Summer Wear.
SUMMER PAJAMAH FLANNELS.
Novelties in LADIES' SILK UMBRELLAS.
Trimmed & Untrimmed HATS & BONNETS.
A Choice Selection of FLOWERS.
OSTRICH TIPS & FLATS in Light Colours.
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [249]

KELLY & WALSH'S
LIST OF NEWLY IMPORTED TOBACCOS AND
CIGARETTES.

TOBACCOS.

RICHMOND GEM CURLY CUT.
SWEET CAPORAL.
HALF CAPORAL.
CAPORALS.
TRIPLE ALLIANCE.
EXTRA BRIGHT VIRGINIA.
LONG CUT VIRGINIA.
TURKISH MIXTURE.
COCK ROBIN.
BRIGHT AMERICAN BIRD'S EYE.
UGLY CUT (CAVENDISH).
PERIQUE VIRGINIA MIXTURE.
VETERAN.
WILLS' BRISTOL BIRD'S EYE.
HAVANA CIGARS OF THE CHOICEST BRANDS; MANILA CIGARS AND CHEROOTS,
THOROUGHLY WELL SEASONED.

TOBACCOS—(CONTINUED.)

OLD JUDGE.
HAPPY THOUGHT—Medium Strength.
DOLLAR BRAND—Full Strength.
STAR MIXTURE—Mild.
GOLDEN EAGLE—Medium Strength.

CIGARETTES.

LITTLE BEAUTIES.
OLD JUDGE.
CAPORAL.
HALF CAPORAL.
RICHMOND GEM.
RUSSIAN CIGARETTES.

NEW GOODS JUST RECEIVED.

New Assortment of Cut Scraps.
New Parrot Portraits.
Call Bells.
New Photo Albums for Cabinets only.
News Cutting Scrap Books.
Canton Drawing Pencils in Boxes of 6 Grades.
Skeleton Guard Books.
Invoice Guard Books.
Prepared Charcoal for Drawing.

SPECIALTY—ANTI COCKROACH VARNISH effectually prevents the destruction of
Books by Cockroaches. It neither injures the binding, nor produces the objectionable sticky
appearance common with Chinese Varnishes—Sole Proprietors.

KELLY & WALSH—HONGKONG.

Hongkong, 18th April, 1883. [560]

ARRIVED

EX S.S. "GLENARTNEY."

A LARGE ASSORTMENT

LADIES' FASHIONABLE

STRAW HATS AND BONNETS.

ALSO,

CHILDREN'S AND GENTLEMEN'S

STRAW HATS.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

Hongkong, 7th May, 1883. [560]

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION

DEALERS.

BRACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of

every description.

Arms Repaired, Cleaned, or Converted at

moderate charges.

Sporting Guns and Ammunition always

on hand.

F. D. GUEDES

WINE MERCHANT AND GENERAL

COMMISSION AGENT.

No. 5, D'AGUIAR STREET.

Has always on hand a large assortment of

CHOICE WINES of the best quality at

Modern Prices.

Hongkong, 2nd October, 1882. [664]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"ARABIC,"
will be despatched for San Francisco, via Yokohama,
on MONDAY, the 21st instant, at THREE P.M.

Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Office, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 5th May, 1883. [2]

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
"ARABIC,"
from San Francisco, &c., are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
Goods.

Cargo impeding discharge of the Steamer, will
be landed and stored at Consignees' risk and
expense.

F. E. FOSTER,
Agent.

Hongkong, 9th May, 1883. [1]

Intimations.

NOTICE.

A GENERAL MEETING of the MEM-
BERS of the ENGINEERS' INSTI-
TUTE will be held on FRIDAY, the 18th
instant, at EIGHT P.M., in the Hall of the
INSTITUTE.

J. K. REBBECK,
Hon. Secretary.

Hongkong, 10th May, 1883. [369]

NOTICE.

THE OFFICES of the Undersigned have
this day been REMOVED to the 1st Floor
of 43, QUEEN'S ROAD CENTRAL, above Aiche's
Furniture Store.

DENNIS & MOSSOP,
Solicitors and Notaries Public.

Hongkong, 31st March, 1883. [246]

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to
receive TENDERS from suitable persons
for a term of FIVE YEARS, for the lease of the
HONGKONG HOTEL, with FURNITURE com-
plete.

The Building (together with a powerful pas-
senger lift) will comprise after the proposed
alterations and additions have been completed,
viz—

THE BASEMENT.

Two Grand Entrances from Pedder's Street
and Queen's Road. Bar, Billiard, Reading and
Smoking Rooms with separate Entrance from
Pedder's Street.

A handsomely fitted up Ladies' Room, for the
use of visitors and others.

Manager's and General Offices, Kitchens,
Store Rooms, &c.

FIRST FLOOR.

A Public Dining Room

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS.OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 12, 1883.

THE almost simultaneous destruction by fire of two places of public entertainment, the National Theatre at Berlin and the new Jetty Promenade at Nice, according to the *Daily News* affords curious proof of the little wisdom with which the world of amusement is governed. At Berlin an immense theatre in the Vorstadt has been burnt to the walls in broad daylight, actually at mid-day. There was thus happily no loss of life, and the accident is simply a repetition of previous experience that, despite the dreadful exceptions at Vienna, Nice, and Brooklyn, theatres are nearly always burned down when they are empty. That such disasters should be complete at night, when darkness adds to the general confusion caused by the outbreak of fire, is less to be wondered at than the apparent impossibility of dealing with them in broad day. It would seem that after rehearsal a workman became aware of a smell of burning. No sooner had he suspected fire than it broke out on the stage, and soon attacked and enveloped the auditorium. By the time the Fire Brigade arrived the National Theatre was beyond help, and all that could be done was to save the adjacent houses. It is not at all impossible that the man who smelt the fire was almost alone in the house. It is known that in a recent case of somewhat similar character those who ought to have been on the watch were away at some gathering in which they took interest; and it is reasonable to suppose that the guardians of the National Theatre had gone home to dinner, leaving the house with a garrison too slight to be of use even if fire met with timely discovery. Probably we shall hear in good time whether the iron curtain was up or down. If up, it is certain that the man who had charge of it was out of the way, like everybody who was wanted at the Vienna Ring Theatre. The destruction of the Jetty at Nice appears due to almost equally inconceivable want of foresight. Nearly completed, the promenade, extending two hundred yards into the sea, was a very handsome structure, with cafes and restaurants grouped around a handsome dome. Yet because a workman upset some tar the whole, except a short approach and the iron columns and supports, was destroyed. There was "water, water everywhere," but nothing beyond a hand pump to throw it on to the blazing building. Doubtless

there were appliances for extinguishing fire in the National Theatre at Berlin, but there was nobody to apply them, as at Nice, conversely, there were water and people in plenty, but not a solitary efficient pump.

TELEGRAMS.

LONDON, 10th May.

ANNAMITE AFFAIRS.
The new French envoy to Annam is the bearer of an autograph letter from President Grey stating that owing to the impotence of French neutrality, the definite occupation of Tonquin is a necessity. The King of Annam is to receive an annual subsidy, and will be invited to sign a protocol recognising a French Protectorate. Ample guarantees are given that the integrity of Annam will be maintained; but the French authorities will control foreign relations, and collect the revenue.

ANOTHER GOVERNMENT DEFEAT.

LONDON, May 11th.

A clause in the Ireland Revenue Bill has been rejected and the Government has again been defeated.

LOCAL AND GENERAL.

SIR WALTER MEDHURST went down to Kudat with the steamship *Thales*, which left for North Borneo yesterday afternoon.

An English lady writes that she is above fifty years old, and that she has not a wrinkle because she washes her face every morning and evening in very, very hot water.

As Monday next is a Bank Holiday the principal storekeepers in the colony have arranged to close their places of business. We should like to make holiday also; but as we cannot find it in our heart of hearts to grievously disappoint an expectant public, the *Telegraph* will make its appearance at the usual hour.

We note the arrival by the P. and O. S. N. Co.'s steamer *Mirapore* of His Excellency Major-General Sargent, C.B., from Singapore. His Excellency was accompanied by Mrs. Sargent and two Misses Sargent who joined the General at Singapore. On landing His Excellency received a salute from the shore battery.

THE total output of coal from the French mines last year was 20,803,332 tons, this being 4037,349 tons more than in 1881. The quantity of iron made was 3,107,158 tons, or about 200,000 tons more than in the previous year, while the increased demand for steel rails will account for the total having risen from 303,222 to 332,121 tons.

POWDERED horse is a new meat preparation for the artificial alimentation of the sick. It is made by reducing to impalpable dust the dried flesh of the animal. It is of a gray hue, and has the odor of *salet de fete gras*. Great nourishing power is claimed for it, while its fineness hastens assimilation, and as an incentive to action by the stomach, it is said to be unsurpassed.

THE Rev. Henry Clark Hewson, vicar of Fingringhoe, near Colchester, appeared a few weeks ago before the magistrates, charged with being drunk and disorderly. The complainant, Cooper Green, a farmer, said he had always been on the most friendly terms, and on the occasion when the Rev. Hewson disgraced himself they rode together into town. They drank ale, whisky and wine together and defendant got drunk. Seeing his condition, the witness wanted to drive, which was resisted by defendant, and from words they came to blows, the reverend drunkard finally drawing a knife, when the witness called for help and two men came to his assistance. The magistrate convicted the defendant, fining him \$8.25 and costs for each of the offences. At last accounts the exemplary clergyman was still enjoying his fat office.

SOME interesting data about the bombardment of Alexandria were recently given by Captain Walford, Royal Navy, in a lecture delivered in London. The expenditure of ammunition was something out of all proportion to the damage done or the losses of life sustained. The British ships fired 1731 rounds of heavy shells, of which the *Infatigable* is credited with 88. From smaller guns 1461 solid shots were fired, while the aggregate number of bullets from Martini-Henry rifles, Nordenfeld and Gatling guns was 33,493. The amount of powder exploded was 1,318,565 pounds, of which the *Infatigable* fired 39,900 pounds. The losses of the Egyptians have been variously estimated at from 280 to 500 men, while the British loss was five killed and 28 wounded. Only 17 per cent of the shots struck the fortifications, and the 77 heavy guns carried by the fleet fired on an average only 23 shots each during the entire bombardment.

M. GALIPEZ, a French savant, has undertaken to clear copper from the unjust imputation under which it has labored of possessing poisonous properties. He has been experimenting since 1875 upon dogs with verdigris, bluestone, and various salts of copper, and he has come to the conclusion that "copper cannot cause fatal poisoning." And on its being objected that the emetic effects of these substances probably saved the animals' lives—dogs being particularly susceptible to the action of emetics—he courageously proceeded to try similar experiments on himself, having all his food regularly cooked in copper vessels coated inside with verdigris, and he feels none the worse for it. Furthermore, he has over and over again found copper in the liver and kidneys of persons who have died from natural causes; and his analysis of wheat, chocolate, and other alimentary substances, have revealed the presence of infinitesimal quantities of copper in their composition. These are facts, he says, which should not be lost sight of in making post mortems of persons whose death has been attributed to metallic poisoning; and he believes that ignorance of them has led to more than one sad judicial error.

MONDAY next being Whit Monday, the local banks will be closed for the transaction of ordinary business.

THE public auction of the library of the late Mr. Justice Snowden, advertised to take place at the Court House this afternoon, has been postponed until further notice, on account of the heavy rain, preventing the attendance of probable purchasers.

THE *American Manufacturer* announces that a Boston firm has received an order from the Chinese Government for a complete outfit of tools for a machine shop, and for a wood-working factory. These shops will be in connection with a large cotton-mill, which is being built by the Government in Shanghai.

THE profits of the State as a newspaper proprietor show a slight falling off in the past year, when the sum of £39,316 was netted. In the previous year the profit was £39,845. To last year's revenue under this head the *London Gazette* contributed £35,023; the *Edinburgh Gazette*, £3,194; and the *Dublin Gazette* just under £500.

KONG YUNG FAT, an unemployed member of the coolie persuasion, was sent to six months hard labor this morning, by Mr. Wodehouse, for walking off with a bundle of clothes valued at \$14. Kong tried to make his Wodehouse believe that the whole affair was only a lark, but his yarn was much too thin, the evidence shewing very clearly that the unemployed coolie was a thoroughly bad hat.

On account of the wet weather the Mastodon Minstrels postponed the performance advertised to take place this afternoon at 2.30. We understand they will give a special afternoon performance for the rising youth of the colony about the middle of next week when the youngsters will doubtless enjoy a treat. There will be a grand change of programme this evening when we trust the weather will clear off and enable a large section of the community to patronize the Mastodons, who are well worthy of support.

KWONG AKI, LI AKI, YUNG ACHI and CHAN AHI, actors, tried to gain admission to the Ko Shing Theatre on the dead-head principle and had a trifling difference in that dramatic emporium last night when they tried to settle the affair by an appeal to arms. They were promptly stopped in their little caper and taken to the Central. They kicked and cuffed the ticket collector and otherwise misconducted themselves. Mr. Wodehouse has evidently little sympathy with actors of this stamp and fined the worthies in the sum of five dollars each. The disciples of Thespis not being able to grapple with the monetary difficulty were compelled to relinquish the boards for a fortnight's spell of shot-drill and oakum picking on meagre diet.

THE *St. James's Gazette* is responsible for the following anecdote:—The birth of an eccentric child in Turkish Kurdistan is announced by the Diarbekir newspaper. The infant, who is an object of interest not unmingled with alarm to all in the neighbourhood, was born with a beard and moustache, a perfect set of thirty-two teeth, and with no fewer than forty distinctly-formed fingers. Its behaviour from the moment of its birth has been far from satisfactory. It is excessively noisy and violent, and owing to the cruel bites it inflicts on all who come within reach of its mouth, it has been found necessary to extract all its front teeth. Notwithstanding this disfigurement the child's appearance is, if not prepossessing, at least imposing. No one who has seen it as it lies in its cradle striking its beard and pulling its moustache with its forty fingers is ever likely to forget it. Few babies have ever excited greater interest, and for exhibitional purposes this little stranger is simply invaluable.

THOMAS FLYNN, a native of the Emerald Isle who follows the occupation of seaman, was up before Mr. Wodehouse this morning for being drunk and disorderly in the street last evening. Flynn had got amongst the fire-water which rather muddled him up. He started for the Sailor's Home to go to bed, but took the wrong direction. Inspector Thomson saw the "tar" doing a bit of cross-stitching in the street and gave him some friendly advice as to how he could reach his home. Flynn evidently did not take the Inspector's advice in good part, as he lay flat at that estimable gentleman and tried to put his eye in a sling, besides tearing his jacket to the tune of four dollars damage. Flynn was very promptly "run in" for his unmannerly conduct and was this morning fined fifty cents and ordered to pay four dollars, to the Inspector for tearing his toggery, with the option of a week's refigment with hard labor. The "tar" informed his Worship that he did not remember committing himself in such an unruly manner as he was very drunk. He parted with the \$4.50 and left the dock a poorer and, let us hope, a wiser man.

Says the *Daily News* of April 6th—England shares the grief of the friends of Professor Palmer and his companions, who are to be buried to-day in St. Paul's Cathedral. They have well deserved the honour thus allotted to them. Those who least approved the policy which made its demands upon them will admit that they died in what they believed to be the service of their country—a service, too, of extreme danger. Trusting to their own courage and skill, they went literally into the wilderness, and hazarded themselves among fierce and treacherous men. Greed, cruelty, and treachery combined to cause their cruel and always-to-be-lamented death. There is no pretence that the spirit of patriotic resistance animated their captors. Professor Palmer's fate has peculiarly attracted interest and caused concern. He was a man of peace and learning, a student, a humorist, in bodily presence slight and weak. When the chance came for him to do what he deemed a service to England, in a way possible only to a man of his extraordinary and unique powers, he went into danger with all the gay courage of a soldier whose whole soul is in battle and the hope of renown. A student has seldom enjoyed such an opportunity; seldom have men of letters proved capable of rising to such an occasion.

OWING to the rainy weather the ceremony of laying the foundation stone of the New Roman Catholic Cathedral at Glenageary, announced for Monday next at 5.30 p.m., has been postponed *sine die*.

THE *Panama Star and Herald* prints a letter from Iquique, dated 16th ult., reporting that a fire had occurred at that town which had totally destroyed ten blocks of buildings and part of four others. Altogether a thousand houses were burnt, and the damage was estimated at \$200,000.

THE Danish press complains of the uncivilized and arbitrary conduct and a brutal abuse of power of Prussia in North Schleswig. The number of Danes in North Schleswig has of late years largely increased by an apparently thorough organized immigration of new elements from Denmark, and the promise made by Prussia of allowing the inhabitants of that province to choose between German and Danish nationality has, as a consequence, been considerably modified and almost cancelled. The difficulty which Prussia experiences now is that young men liable to military duty claim to be Danish subjects, Prussia being in possession of the province, exercises the right of the conqueror and ignores the claim of the unwilling recruits, marching them off to serve the stipulated term as soldiers.

PARIS *Figaro's* balance-sheet for 1882 shows a remarkable prosperity of that strange journal in France. The receipts from all sources were \$1,201,731, of which nearly \$900,000 came from the circulation alone, and \$294,342 from advertising. The expenses were only \$680,203, leaving nearly 40 per cent profit. Among the expenses are:—composition, \$32,255; printing and paper, \$306,000; editorial salaries, \$107,500. Out of the profit the managers and others received \$347,000, leaving about \$168,000, of which one-half was paid in a special dividend to the shareholders, at the rate of \$5.42 per share. The capital of this paper is largely contributed by laundresses and servant girls, and they have grounds to feel proud of the paper which they have helped to create.

SPORTING GOSSIP.

By mainly sports our ears are oft beguiled.

"What do you think of our new jockey?" queried the writer of these lines to one of the "crack" horsemen of Shanghai, a fortnight before our last Hongkong Races, as we stood outside the coffee room at Wong-pei-chong and watched Mr. R. E. Gun piloting the roguish Gang Forward in a sharp exercise canter. The "swell" rider addressed, looked for a moment rather curiously from under his eyebrows, a cynical smile passed over his pale face, and after nervously biting off the end of his cigar, he quietly remarked "I think he is a damned tinker." Being argumentatively inclined I expressed a desire to be made acquainted with the grounds on which this condemnatory opinion of the equestrian abilities of a gentleman who had won his spurs both on the flat and across country against the best amateur and professional talent in Britain, was based. The following reply was a rather curious one to come from an expert race-rider:—"Whoever saw anyone ride with such short stirrups?" Knowing that the race-riding experiences of this Shanghai celebrity had been solely confined to "kicking and driving"—which appears to be the great art of riding races successfully in the Far East—coarse bred Mongolian ponies at the races held in the various coast ports of China, and that he had never bestridden a racehorse in his life, I contented myself by observing that he would probably very quickly change the opinion he had formed with reference to the accomplished Irish amateur we had been discussing.

It appears to be the opinion of a great number of our racing friends that in no other place on the face of the civilised globe save Shanghai is it possible to find a man who knows anything whatever of the science of training or the art of riding race-ponies. Times out of number I have heard the term "tinker" superciliously, offensively and ignorantly applied by the self-opinionated "great guns" of the Chinese racing world towards gentlemen who had forgotten more about race-riding and race horses than these wiseacres ever knew. There can be no doubt that even the finest horseman require a certain amount of experience riding the peculiarly accented Mongolian ponies before they can show at their best in the saddle, and it is this practice alone that has made the reputations of successful jockeys like Mr. Hutchings and Mr. Nickels. It therefore sounds ridiculous to hear men who would be really excellent riders ridiculed as "tinkers" because they don't happen to sit in the singularly ungraceful fashion peculiar to Shanghai, with their legs stretched out to the fullest extent, and their bodies bobbing up and down and swaying and tossing like so many rustics on hobby horses at a country fair. Admitting that there are many gentlemen in Shanghai who have attained very great proficiency as expert race-riders, it should nevertheless be borne in mind by these "swell" jockeys that a servile imitation of their special style is not necessarily the only or even the best means of acquiring the skill of a first class horseman. Truly enough in England all jockeys adopt the same set in the saddle—modified, of course to suit each one's build, &c.—and this seat, a very peculiar one no doubt, is admitted to be far and away the best for race riding, and it is worthy of note that it is in every important essential the exact opposite of the racing seat of the whole of the Shanghai "cracks"—Messrs. Bidwell and Hutchings alone excepted.

When I laughingly mentioned to Mr. Gun that the Shanghai jockey had set him down as a "tinker," the Irish gentleman rider—who had fought more than one desperate battle across country as Cox Park and the Curragh against the renowned "Garry" Moore and the famous

brothers, Beasley, beaten Mr. Cunningham, Tom Spence, and the Hon. George Montgomerie at Bogside, and fairly held his own both on the flat and over hurdles at Sandown Park and elsewhere against that prince of gentlemen riders, Mr. Arthur Coventry—smiled grimly and quietly observed—"Oh! he thinks me a tinker, does he? Well, I hope to enter the straight with him on equal terms one of these days, and I'll show him whether I am a 'tinker' or not." Mr. Gun has only had a very short experience of racing in China, but I rather think he has quite dispelled any such foolish notion which may have existed in other minds besides that of the gentleman referred to in the foregoing remarks.

At our last Hongkong Meeting, Mr. Gun had only one solitary chance of distinguishing himself, and that was in the Weller Plate, on the first day, which he won in a canter on Chilli Callum, absolutely the worst pony in the field. Had he been first instead of second jockey of the stable with which he was associated it can hardly be doubted that he would have won several races, notably the Ashby Cup, Valley Stakes, German Cup, and Navy Plate, which were thrown away by bad jockeyship. However, at the recent Shanghai Races, the young Irish horseman had the opportunity he so longed for, and on the improving second-class pony Allegro he won the Criterion Stakes, Taotai's Cup, and Great Northern Plate, besides running a capital second to Prejudice in the Shanghai Stakes, and finishing close up in the Champions. In the Criterion Stakes, on the so-called second day, he decisively beat both Sunlight and Montezuma, as well as Jolly Friar, and would appear long before the distance post was reached to have convinced his opponents that if he did ride with short leather, and stood up in his stirrups, he was a very long way from being the "tinker" one of them at least had believed him to be.

The success of young Hector Sampson on the iron grey Triumph ("The Marquis's") Derby crack in the Jockey Cup at the Shanghai Meeting must have been rather a surprise to our northern friends. It was decidedly a triumph for Hongkong—Only a very few years ago Hector and "Sampson's donkey" were a well-known pair on our highways and byways, and there can be no doubt that to the experience acquired with this humble animal the rider of Mr. St. Vincent's Jockey Cup winner, mainly owes his present proficiency and past successes as a race-rider. Mr. Sampson has tremendous length of limb, he is always in fine condition and is fond of riding, so that being only yet a mere lad, with practice and perseverance he may even be able in the course of a year or two to hold his own with the "crack" jockeys of Shanghai. Although Triumph is a free-going animal that requires very little riding, and Mr. Sampson was thoroughly acquainted with the pony's peculiarities, having ridden him in training and in his various races at Hongkong, special credit is due to the young horseman for his victory, as he had been in very poor health for a considerable time prior to the event, and only arrived in Shanghai on the morning of the first day's races.

There is a lot of gabbling for racing gossip on my file at present, which I hope to spin off at frequent intervals during the summer. My next instalment will be ready in the course of a day or two. In reply to several correspondents who have asked why so few sporting articles have appeared lately, I must plead indifferent health and extraordinary press of other business as my excuse.

AN OLD SPORTSMAN.

Hongkong, 12th May, 1883.

NEWS BY THE ENGLISH MAIL.

THE P. & O. S. N. Co.'s steamer *Mirapore*, Captain Baron, with the London mail of April 6th arrived in harbour late yesterday afternoon. We take the following items of general news from the *London and China Express*.

THE Sino-Tibetan affair is likely to soon be settled. It is reported from Berlin that Count Hatzfeldt, the Minister of Foreign Affairs, on the 1st inst. was visited by the Chinese Minister, H. Y. Fong Pao, who stayed about half-an-hour with the Count. It is rumored that during this visit the whole affair was arranged.

The German law which came into force on the 1st inst., that Danish subjects in Schleswig should declare either for Denmark and quit German territory, or remain and serve in the German army, has already taken effect, and thirty-four Danish subjects have already been expelled for refusing to inscribe their names in the military register.

General Gordon, also known as "Gordon Pacha" and "Chinese Gordon," is now in Jerusalem. The official correspondence connected with his retirement from the command of the Cape forces has been laid before the House of Assembly of the Cape Colony. It is also about to be published in this country by the Colonial Office.

Mr. Alderman Cotton, M.P., has two questions on the notice paper of the House of Commons for this day's debate, dealing with British colonies in the Far East. The first refers to smuggling in the Straits Settlements, and the second to the blockade of Hongkong, and the general question of Lekt taxes in China on all merchandise.

Mr. John Bright, in reply to Birmingham gentleman with reference to an article which appeared a few days since in a Birmingham Conservative paper, says:—"It is unfortunate for the Tory party that they never seem to employ gentlemen to conduct their newspapers. I suppose what gentlemen would write is not thought likely to suit the appetite of such of the party as are readers of newspapers."

There now seems to be a doubt as to whether the *Livier* will proceed to the China Station to relieve the *Vigilant* as despatch boat, although we believe no order has actually been issued on the subject. The former vessel is coming home from the Mediterranean to be docked, to see the extent of damage she has sustained.

Captain John Cameron, R.N., died at the 5th ult. at Brighton, aged forty-eight. The deceased officer was promoted for his services during the Russian War (Baltic medal). As lieutenant of the *Niger* he served in the China War, and was engaged in the destruction of the Fatshan fort of war junks on June 1st, 1857 (China medal, Fatshan clasp). He was in charge of a Greenwich Hospital Pension.

THE *German Gazette* states "authoritatively" that China intends to establish a permanent naval station in Korea, in order to prevent Japanese influence from extending inland.

Captain E. B. H. Franklin, R.N., late commanding the *Conway* training-ship, has been awarded the naval pension of £80 per annum vacant by the promotion to flag-rank of Captain S. Greville. Captain Franklin commanded Her Majesty's ship *Bulwark* at the capture of the Pelin forts in 1860, being awarded the China medal and the Taku clasp. He subsequently acted as flag-lieutenant to Sir J. Hope at the capture of Khab-ding on October 24th, 1862.

The Vulcan Company of Stettin has been commissioned to build a large steam-dredger for the Chinese Government, to be 62 metres long, 12 metres beam, and 4.2 metres deep, and built entirely of iron. It will contain a reservoir which will hold 500 cubic metres of mud, to be discharged at will from below by valves. The engines are to serve both for dredging purposes and for the propulsion of the vessel, which is to have a speed of six knots. The dredger will undertake the voyage to China with any assistance from other craft.

Another French war-ship has been sent to Madagascar. The *Batouille*, a cruiser of the third class, left Port Said on the 27th ult. bound for Tamatave. It is to remain there under the orders of Admiral Pierre, to whom it carries fresh instructions concerning the settlement of the differences which exist between the French Government and the Queen of Madagascar. There are already in the roadstead off Tamatave three French ships of war, the second-class *Albatros*, the *Albatros*, the steam transport *Le Vaucluse*, and the gunboat *Le Vaucluse*.

The *Corvette* "Entourant," Captain George Robinson, from the China Station, having been relieved by the *Supplément*, left Singapore on the 20th ult., Colombo on the 31st March, home-ward bound. The *Liby*, a composite screw gun-vessel, Commander R. Evans, arrived at Aden from the China Station on the 25th March, having been relieved by the *Liby*. The troopship *Himalaya*, Captain R. St. L. B. Fallier, from Hongkong, on the 28th ult., with the relieving crews of the *Albatros* and *Pegasus*, arrived at Aden on the 30th March.

It was reported a few weeks ago that His Royal Highness the Prince of Wales, on the occasion of his late visit to Berlin, had been created a Field-Marshal of the German army. As reported now from Berlin on good authority, the rumour was founded upon a mistake, to which the Prince himself and his private secretary, Mr. Frank Knollys, were victims. The Emperor, it seems, simply gave orders that a new uniform of Hussars, which was to be presented to the Prince, should bear the insignia of a Field-Marshal. The Prince holds that rank in the English army, and this led to the impression that the Prince had been presented with the rank in the German army. The Prince actually figures in the official military list as a chief of the Blucher Hussars, with the addition that he is allowed to wear the uniform of a Field-Marshal.

Telegraphic advices from St. Petersburg state that on the 22nd ult. the Russian troops of occupation finally quitted that part of Kuldja which has been surrendered to China, leaving two regiments of Cossacks to defend the Russian Canal and protect Russian commerce. The Russian Consul is at present inquiring into a serious attack made by thirty men of a Chinese detachment from the town Tchimpani on ten Cossacks, who surprised them in a cattle-lifting expedition on the Russian frontier. The Cossacks, having pursued the Chinese to Tchimpani, were fired upon from the ramparts of the fort. Two of the Chinese marauders and several horses and weapons were captured by the Cossacks. One Cossack was seriously wounded. After the evacuation of the Kuldja territory by the Russians a provisional district government and a court of law were established at the frontier town of Djarkent. A regular administration will in course of time be constituted.

The pushing "California Chinese" are making their way "down South." The people of Savannah, Georgia, having taken it into their heads to drive out the Chinese who had located there—a process effected without maltreatment on the part of the Chinese Minister at Washington, who has been seriously wounded. After the view of establishing the local status of the Chinese in this country, has engaged eminent lawyers to bring actions for damages against certain leading citizens of Savannah, concerned in the ejectment. In the instance of one Chinese "firm" the damages are laid at \$50,000 (£10,000), and in the case of an individual merchant at \$25,000 (£5,000). The "firm" concerned, having returned to Savannah acting on legal advice, have returned to Savannah.

A Chinese journal, under the name of *China's Mirror*, has been started in London, the editor being Wong Ching Foc. It is a weekly four-page, yellow-in-colour, and about an eighth of an inch in length. The following is a portion of the table of contents of one issue:—"Peculiar Weakness of the Chinese Government at Peking; Our Helplessness in Defending Ourselves from even the Smallest Tribes of Islanders; Banishment of Members of the Imperial Family to the Desert of Ill for Gambling; By King Po Chang, the Reformer; His Exhortation to the People for Continuity in Industry in Literature; His Handwriting." In the last number, an article entitled "Chinese Enterprise," the success which has attended the management of the Yangtze fleet of steamers, bought from Russell and Co., since they came into Chinese hands, the extent to which the coasting business of China has been taken out of the hands of foreigners, the aggressive movement of native merchants to check the control of the tea, rice, and silk trades by China, and the rapidly increasing importance of Chinese local and foreign commerce in connection with the Hawaiian Islands, are adduced in evidence of Chinese ability to compete successfully with other nations.

The Japanese Envoy Extraordinary and Minister Plenipotentiary to the Hawaiian Islands, Count Muro, who, with his suite, has just arrived in San Francisco, whence he will shortly proceed to diplomatic headquarters. The Ambassador who, nearly two years since, visited the Hawaiian Islands, and of larger Europe, the majority of Japanese, who hold the position of Vice-Minister to the Imperial Household, Count S. S. Takahashi, who accompanied the Japanese fleet to Hawaii, and who, for his services, has been promoted to the rank of Major-General, is also in the Hawaiian Islands. Among the Japanese who have been sent to Hawaii, are a number of the Chinese, their "thief" of the Japanese. A few years ago those islands contained a few struggling Chinese labourers, who there were quite a number of small and prosperous Chinese merchant families, who had been extensive sugar plantations.

Commander the *Harrier*, Captain R. M. D. England last week for Shanghai to relieve the *Albatros*. Commander the *Albatros*, who is second in command of the *Albatros*, was born in 1810 and has been in the service since 1830, when he passed on the first day of his career as a candidate for the rank of Captain. Prior to obtaining his commission he was in the *Albatros* in the

Pacific Squadron. His acquaintance with the China station, to which he is proceeding, dates back to 1871, when he was there in the *Nassau*, Commander Chinn, on surveying service. In that year he took a first class certificate in seamanship, and a second in navigation. In 1872 he took part in the actions against the pirates, and was present at the destruction of Carang-Carang. After his promotion to Lieutenant, in April, 1873, he continued in the *Nassau*, and was employed on surveying duties on the East African Coast, the Malacca Straits, and the China seas, also taking part in the bombardment and reduction of Mombasa Fort in January, 1875. In 1878-9 he was employed in the *Alert* on surveying service in the Magellan Straits. He was in the Royal yacht in 1879-80, got his promotion to commander in September, 1881, and is a fully certificated Admiralty surveyor of the first class, and a Fellow of the Geographical Society.

The steamer *Kong Beng*, built and engaged by Messrs. John Elder and Co. for the Scottish Oriental Steamship Company, was tried on a three hours' run on 31st ult., leaving Wemyss Bay at noon, and attained a speed of 12 and 9-tenths knots per hour. After the trial the company sat down to an elegant luncheon. Mr. Pearce, principal of the firm of John Elder and Co., in the chair, and Mr. Archibald Bryce-Douglas, crozier. After the usual loyal toasts, including that of his Majesty the King of Siam, the Chairman, in proposing "Prosperity to the Scottish Oriental Steamship Company," stated that this vessel is the fourth steamer of the company built by his firm, and that a fifth will follow next month. The *Kong Beng* had been built of steel, with every modern appliance; and her engines and boilers for efficiency, coupled with economy of fuel, would bear a favourable comparison with anything hitherto accomplished. She could not but be of great interest to the company, having the honour of being Chairman, and be anticipated a great future for it. The special trade for its operations is the trade between Bangkok, Hongkong, and Swatow—a trade established many years ago by parties connected with the company. It was not their present intention to extend these limits, but to work the trade thoroughly well, and to hold it against all comers. There were rumours, however, of possible opposition, and in the event of these turning out to be well founded, the company would be obliged to study the style of vessel best adapted for carrying the war into their own territory, and in that case he would have the pleasure of inviting the friends around him to many a trial trip. The toast having been suitably acknowledged by the secretary of the company, other toasts followed, and the visitors having been landed at Wemyss Bay, the *Kong Beng* proceeded on her voyage to the Far East.

AMOI.

Mr. H. Cockburn, Assistant, H. B. M. Consulate, Amoy, arrived on the 7th inst. in the steamer *Hwai Yuen* from Shanghai.

An Express was sent round yesterday announcing that the Officers of H. B. M. S. "Cleopatra" propose giving a Dramatic Performance on Wednesday the 9th instant, in the Club Theatre, for the benefit of the Amoy Chinese Hospital. The Performance will commence with the comedy *A Disgrace* and conclude with the farce *Grinshaw Bighaw and Bratshaw*. Admission 5s. Doors open at 8.30 to commence at 9 P.M. There will be a dress rehearsal to-day commencing at 6.30 P.M., to which children are invited to come.

We learn that the Commissioner of Customs at this Port has issued a Chinese Proclamation forbidding the export of iron pans locally manufactured by foreigners. The following is a translation—

"Whereas a dispatch has been received from the Inspector General of Customs, conveying instructions from the Tsung-li Yamen to the Commissioners of Customs at the Treaty Ports as follows:—

"Whenever foreign merchants convey iron pans it is to be carefully ascertained whether these are of native manufacture or foreign are to be regulated in accordance with Treaty Rules. In cases of foreigners bringing iron to the port and there manufacturing it, it is to be stamped to import or export such pans at any of the ports is to be prohibited as soon as discovered."

Therefore it is my duty to issue this proclamation for the information of all merchants, and it is hereby notified that from this date iron pans manufactured by Chinese or in foreign countries may be by the regulations be freely imported or exported. But pans manufactured locally by foreigners from iron brought to the port, may neither be exported nor imported. Let all obey this notification &c.

Kwangsu 9th Year 3rd Moon 20th Day—26th April, 1883.—Gassitt.

FOOCHOW.

We are pleased to note that the Foochow Amoy Courier Line has opened for the season; the first courier having been despatched on Tuesday afternoon last.

The scandalous case of illegal seizure of merchandise the property of a British merchant, to which we alluded in our last issue, has been amicably settled by the simple restoration of the property. We hope that the Chinese Authorities now clearly understand that in the event of a repetition of such offence, and violation of the Treaty, amends similar to those recently accepted, will henceforth be of no avail, and that the consequences will be serious.

We hear that the Taoist Yeh has just lost his mother and will forgo his examination in the Mandarin. assisted by the Taoist Fan, has always treated business matters with foreigners in a satisfactory manner, and it would have been desirable that Fan should have been appointed to succeed Yeh as Grain Taoist. We regret to learn, however, that the high authorities have selected P. An, formerly Lelun Wei Yuen, as Yeh's successor. We hear that P. An has had no experience in dealing with foreign affairs—knows nothing of the Treaty—and has never been suspected of possessing any special ability.—*Harold.*

CHILE AND THE ARGENTINE REPUBLIC.

Chile, which is endeavoring to impose a President of her own choice on Peru, is likely soon to be in serious trouble with the Argentine Republic in respect to Patagonia. Patagonia is a cold and barren region, chiefly inhabited by a few thousand roving Indians, and having a few villages settled by whites at different points on its extended sea coast. The claims of Chile to this vast and useless territory remain to be substantiated, and there has been a slight skirmish between the two countries as an intimation of what may sometime be expected. In early days, Patagonia formed part of the Viceroyalty of Buenos Ayres, and her right to it was not questioned. Later, the Argentine permitted Chile to occupy the narrow strip west of the Andes as far as the Straits of Magellan, evidently thinking it not worth a contest. In 1843, the Chileans founded a village at Fort

Faming, which was in 1850 moved to Sandy Point, near the western entrance of the Straits. It was the starting point of Lady Florence Dixie and party when they made their brief incursion into Patagonia, and she mentions it as a wretched hamlet in the book in which she describes her tour. In 1864 the Chilean Congress ceded 75,000 square miles on both sides of the Straits to one Torro, on the condition that he place on the land, within a given time, 10,000 colonists and furnish four steam tugs to assist in the navigation of that uncertain channel. The scheme was impossible, and of course fell through. In 1873 Chile committed another act of aggression by appropriating \$25,000 for a light house at Capat Virgins, at the Atlantic entrance to the Straits, which the Argentines, though irritated, bore with equanimity. The latter have never done much toward colonizing the forbidden region. A settlement was once established at the mouth of the Chupa River which proved unsuccessful, and was afterward moved to Santa Fe, both points being on the Atlantic Coast.

Meanwhile Chile has been slowly moving on until she has provoked a collision, while the Argentine Republic has been developing her vast resources and quietly biding her time. No country in South America has such magnificent prospects as the latter. Within its boundaries are extensive treeless plains like the western prairies, capable of supporting with ease a population of 30,000,000 people. Other districts are scarcely less fertile, and timber and minerals of all kinds are abundant. English capital has come to the aid of the Argentines and enabled them to build several hundred miles of railroad, the beginning of a system which will extend for many thousands of miles and eventually connect the La Plata with Bolivia, Uruguay, Paraguay, Brazil, the head waters of the Amazon, and the Pacific Ocean at Santiago. The climate is temperate, and immigrants in large numbers are already selecting homes upon her fertile pampas. The policy of the Republic is admirable, and in striking contrast to that of the ambitious statesmen who are making the name of Chile hateful to all her South American neighbors and leading her on to ruin.

One experience of Chile with the Arucanians, a warlike Indian tribe occupying some of her southern provinces, should teach her with what peril she pursues her arbitrary course with Peru too far. The Arucanian district is one of the most fertile in Chile, and was once filled with Spanish towns and cities. The natives rose against their oppressors, and though sometimes defeated, finally succeeded in driving them out and utterly destroying all the settlements but one or two. The whites were captured and enslaved. This happened several hundred years ago, and the sites of these once handsome cities and villages became overgrown with the rank vegetation of the region and were unknown till a short time ago, when some of them were rediscovered by explorers. If Chile reduces Peru to a state of barbarism, which seems to be her purpose, she will lose the respect of the civilized world, while the material consequences to her may be even more disastrous.—*Evening Bulletin.*

SLAVERY IN BRAZIL.

A letter from Rio Janeiro says: The abolition movement in the province of Ceara is becoming a very active one. Ceara is the one province in which free labour on farms and in graving is the rule rather than the exception, and the aversion to slavery is pronounced and energetic, perhaps from that fellow-feeling against enforced labour which the Cearas have inherited from their ancestors, in the main of Indian blood, though largely mixed with negro, and to a much less extent with white. Within the last three years the abolition feelings of the Cearas have not rested content with passive sentiment. In the capital the Emancipation Society declared against the export of slaves to the coffee provinces, and so strongly did the popular feeling go with it that not a boatman would take a slave on board the packets, and when an attempt was made to ship one in a steamer's boat, protected by the police, it was resisted by force, and the man rescued. For a time the slave dealers succeeded in exporting their purchases at a distant port, but even this resource was soon closed to them and the export stopped. Since then the emancipationists have been triumphant, and they are turning their efforts to the extinguishing of the slave in the counties, one by one, beginning with the least having fewest, and by means of subscription and pressure on the owners, four counties have already been freed from slavery. The example has fired the emancipation societies of Rio, and on the 1st a deputation from them waited on the Bishop of the Rio Janeiro to obtain the aid of the clergy in the promotion of the propaganda about to be initiated to extinguish slavery in the city of Rio, which has about thirty-five thousand, or with the whole of the province about forty-five thousand.

The Bishop promised his active co-operation, and that of the Emperor is already assured. Thus the beginning of the end is at hand, and the abolition movement is gathering day by day greater momentum, and it can not now be long before it will burst all the flimsy laws that seek to restrain the pressure upon the domestic institution.

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	WIND.	AMOV.	RAINING.	WAVE.
Thermometer.	Barometer.	WIND.	AMOV.	RAINING.
Direction of Wind.	Force.	Direction of Wind.	Force.	Direction of Wind.
Day Thermometer.	Night Thermometer.	Waves.	Force.	Direction of Wind.
Waves.	Force.	Direction of Wind.	Force.	Direction of Wind.
Hour's Rain.	Direction of Wind.	Force.	Direction of Wind.	Force.
Monthly Rain.	Direction of Wind.	Force.	Direction of Wind.	Force.

Barometer, level of the sea in inches, feet and hundredths. Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, in the open air every four points, N., N.E., E., S.E., S., S.W., W., N.W., N. by N., E. by E., &c. Force of Wind, in knots, 1 to 3, 4 to 6, 7 to 9, 10 to 12, 13 to 15, 16 to 18, 19 to 21, 22 to 24, 25 to 27, 28 to 30, 31 to 33, 34 to 36, 37 to 39, 40 to 42, 43 to 45, 46 to 48, 49 to 51, 52 to 54, 55 to 57, 58 to 60, 61 to 63, 64 to 66, 67 to 69, 70 to 72, 73 to 75, 76 to 78, 79 to 81, 82 to 84, 85 to 87, 88 to 90, 91 to 93, 94 to 96, 97 to 99, 100 to 102, 103 to 105, 106 to 108, 109 to 111, 112 to 114, 115 to 117, 118 to 120, 121 to 123, 124 to 126, 127 to 129, 130 to 132, 133 to 135, 136 to 138, 139 to 141, 142 to 144, 145 to 147, 148 to 150, 151 to 153, 154 to 156, 157 to 159, 160 to 162, 163 to 165, 166 to 168, 169 to 171, 172 to 174, 175 to 177, 178 to 180, 181 to 183, 184 to 186, 187 to 189, 190 to 192, 193 to 195, 196 to 198, 199 to 201, 202 to 204, 205 to 207, 208 to 210, 211 to 213, 214 to 216, 217 to 219, 220 to 222, 223 to 225, 226 to 228, 229 to 231, 232 to 234, 235 to 237, 238 to 240, 241 to 243, 244 to 246, 247 to 249, 250 to 252, 253 to 255, 256 to 258, 259 to 261, 262 to 264, 265 to 267, 268 to 270, 271 to 273, 274 to 276, 277 to 279, 280 to 282, 283 to 285, 286 to 288, 289 to 291, 292 to 294, 295 to 297, 298 to 300, 301 to 303, 304 to 306, 307 to 309, 310 to 312, 313 to 315, 316 to 318, 319 to 321, 322 to 324, 325 to 327, 328 to 330, 331 to 333, 334 to 336, 337 to 339, 340 to 342, 343 to 345, 346 to 348, 349 to 351, 352 to 354, 355 to 357, 358 to 360, 361 to 363, 364 to 366, 367 to 369, 370 to 372, 373 to 375, 376 to 378, 379 to 381, 382 to 384, 385 to 387, 388 to 390, 391 to 393, 394 to 396, 397 to 399, 400 to 402, 403 to 405, 406 to 408, 409 to 411, 412 to 414, 415 to 417, 418 to 420, 421 to 423, 424 to 426, 427 to 429, 430 to 432, 433 to 435, 436 to 438, 439 to 441, 442 to 444, 445 to 447, 448 to 450, 451 to 453, 454 to 456, 457 to 459, 460 to 462, 463 to 465, 466 to 468, 469 to 471, 472 to 474, 475 to 477, 478 to 480, 481 to 483, 484 to 486, 487 to 489, 490 to 492, 493 to 495, 496 to 498, 499 to 501, 502 to 504, 505 to 507, 508 to 510, 511 to 513, 514 to 516, 517 to 519, 520 to 522, 523 to 525, 526 to 528, 529 to 531, 532 to 534, 535 to 537, 538 to 540, 541 to 543, 544 to 546, 547 to 549, 550 to 552, 553 to 555, 556 to 558, 559 to 561, 562 to 564, 565 to 567, 568 to 570, 571 to 573, 574 to 576, 577 to 579, 580 to 582, 583 to 585, 586 to 588, 589 to 591, 592 to 594, 595 to 597, 598 to 600, 601 to 603, 604 to 606, 607 to 609, 610 to 612, 613 to 615, 616 to 618, 619 to 621, 622 to 624, 625 to 627, 628 to 630, 631 to 633, 634 to 636, 637 to 639, 640 to 642, 643 to 645, 646 to 648, 649 to 651, 652 to 654, 655 to 657, 658 to 660, 661 to 663, 664 to 666, 667 to 669, 670 to 672, 673 to 675, 676 to 678, 679 to 681, 682 to 684, 685 to 687, 688 to 690, 691 to 693, 694 to 696, 697 to 699, 700 to 702, 703 to 705, 706 to 708, 709 to 711, 712 to 714, 715 to 717, 718 to 720, 721 to 723, 724 to 726, 727 to 729, 730 to 732, 733 to 735, 736 to 738, 739 to 741, 742 to 744, 745 to 747, 748 to 750, 751 to 753, 754 to 756, 757 to 759, 760 to 762, 763 to 765, 766 to 768, 769 to 771, 772 to 774, 775 to 777, 778 to 780, 781 to 783, 784 to 786, 787 to 789, 790 to 792, 793 to 795, 796 to 798, 799 to 801, 802 to 804, 805 to 807, 808 to 810, 811 to 813, 814 to 816, 817 to 819, 820 to 822, 823 to 825, 826 to 828, 829 to 831, 832 to 834, 835 to 837, 838 to 840, 841 to 843, 844 to 846, 847 to 849, 850 to 852, 853 to 855, 856 to 858, 859 to 861, 862 to 864, 865 to 867, 868 to 870, 871 to 873, 874 to 876, 877 to 879, 880 to 882, 883 to 885, 886 to 888, 889 to 891, 892 to 894, 895 to 897, 898 to 900, 901 to 903, 904 to 906, 907 to 909, 910 to 912, 913 to 915, 916 to 918, 919 to 921, 922 to 924, 925 to 927, 928 to 930, 931 to 933, 934 to 936, 937 to 939, 940 to 942, 943 to 945, 946 to 948, 949 to 951, 952 to 954, 955 to 957, 958 to 960, 961 to 963, 964 to 966, 967 to 969, 970 to 972, 973 to 975, 976 to 978, 979 to 981, 982 to 984, 985 to 987, 988 to 990, 991 to 993, 994 to 996, 997 to 999, 1000 to 1002, 1003 to 1005, 1006 to 1008, 1009 to 1011, 1012 to 1014, 1015 to 1017, 1018 to 1020, 1021 to 1023, 1024 to 1026, 1027 to 1029, 1030 to 1032, 1033 to 1035, 1036 to 1038, 1039 to 1041, 1042 to 1044, 1045 to 1047, 1048 to 1050, 1051 to 1053, 1054 to 1056, 1057 to 1059, 1060 to 1062, 1063 to 1065, 1066 to 1068, 1069 to 1071, 1072 to 1074, 1075 to 1077, 1078 to 1080, 1081 to 1083, 1084 to 1086, 1087 to 1089, 1090 to 1092, 1093 to 1095, 1096 to 1098, 1099 to 1101, 1102 to 1104, 1105 to 1107, 1108 to 1110, 1111 to 1113, 1114 to 1116, 1117 to 1119, 1120 to 1122, 1123 to 1125, 1126 to 1128, 1129 to 1131, 1132 to 1134, 1135 to 1137, 1138 to 1140, 1141 to 1143, 1144 to 1146, 1147 to 1149, 1150 to 1152, 1153 to 1155, 1156 to 1158, 1159 to 1161, 1162 to 1164, 1165 to 1167, 1168 to 1170, 1171 to 1173, 1174 to 1176, 1177 to 1179, 1180 to 1182, 1183 to 1185, 1186 to 1188, 1189 to 1191, 1192 to 1194, 1195 to 1197, 1198 to 1199, 1200 to 1202, 1203 to 1205, 1206 to 1208, 1209 to 1211, 1212 to 1214, 1215 to 1217, 1218 to 1220, 1221 to 1223, 1224 to 1226, 1227 to 1229, 1230 to 1232, 1233 to 1235, 1236 to 1238, 1239 to 1241, 1242 to 1244, 1245 to 1247, 1248 to 1250, 1251 to 1253, 1254 to 1256, 1257 to 1259, 1260 to 1262, 1263 to 1265, 1266 to 1268, 1269 to 1271, 1272 to 1274, 1275 to 1277, 1278 to 1280, 1281 to 1283, 1284 to 1286, 1287 to 1289, 1290 to 1292, 1293 to 1295, 1296 to 1298, 1299 to 1301, 1302 to 1304, 1305 to 1307, 1308 to 1310, 1311 to 1313, 1314 to 1316, 1317 to 1319, 1320 to 1322, 1323 to 1325, 1326 to 1328, 1329 to 1331, 1332 to 1334, 1335 to 1337, 1338 to 1340, 1341 to 1343, 1344 to 1346, 1347 to 1349, 1350 to 1352, 1353 to 1355, 1356 to 1358, 1359 to 1361, 1362 to 1364, 1365 to 1367, 1368 to 1370, 1371 to 1373, 1374 to 1376, 1377 to 1379, 1380 to 1382, 1383 to 1385, 1386 to 1388, 1389 to 1391, 1392 to 1394, 1395 to 1397, 1398 to 1399, 1400 to 1402, 1403 to 1405, 1406 to 1408, 1409 to 1411, 1412 to 1414, 1415 to 1417, 1418 to 1420, 1421 to 1423, 1424 to 1426, 1427 to 1429, 1430 to 1432, 1433 to 1435, 1436 to 1438, 1439 to 1441, 1442 to 1444, 1445 to 1447, 1448 to 1450, 1451 to 1453, 1454 to 1456, 1457 to 1459, 1460 to 1462, 1463 to 1465, 1466 to 1468, 1469 to 1471, 1472 to 1474, 1475 to 1477, 1478 to 1480, 1481 to 1483, 1484 to 1486, 1487 to 1489, 1490 to 1492, 1493 to 1495, 1496 to 1498, 1499 to 1501, 1502 to 1504, 1505 to 1507, 1508 to 1510, 1511 to 1513, 1514 to 1516, 1517 to 1519, 1520 to 1522, 1523 to 1525, 1526 to 1528, 1529 to 1531, 1532 to 1534, 1535 to 1537, 1538 to 1540, 1541 to 1543, 1544 to 1546, 1547 to 1549, 1550 to 1552, 1553 to 1555, 1556 to 1558, 1559 to 1561, 1562 to 1564, 1565 to 1567, 1568 to 1570, 1571 to 1573, 1574 to 1576, 1577 to 1579, 1580 to 1582, 1583 to 1585, 1586 to 1588, 1589 to 1591, 1592 to 1594, 1595 to 1597, 1598 to 1599, 1600 to 1602, 1603 to 1605, 1606 to 1608, 1609 to 1611, 1612 to 1614, 1615 to 1617, 1618 to 1620, 1621 to 1623, 1624 to 1626, 1627 to 1629, 1630 to 1632, 1633 to 1635, 1636 to 1638, 1639 to 1641, 1642 to 1644, 1645 to 1647, 1648 to 1650, 1651 to 1653, 1654 to 1656, 1657 to 1659, 1660 to 1662, 1663 to 1665, 1666 to 1668, 1669 to 1671, 1672 to 1674, 1675 to 1677, 1678 to 1680, 1681 to 1683, 1684 to 1686, 1687 to 1689, 1690 to 1692, 1693 to 1695, 1696 to 1698, 1699 to 1701, 1702 to 1704, 1705 to 1707, 1708 to 1710, 1711 to 1713, 1714 to 1716, 1717 to 1719, 1720 to 1722, 1723 to 1725, 1726 to 1728, 1729 to 1731, 1732 to 1734, 1735 to 1737, 1738 to 1740, 1741 to 1743, 1744 to 1746, 1747 to 1749, 1750 to 1752, 1753 to 1755, 1756 to 1758, 1759 to 1761, 1762 to 1764, 1765 to 1767, 1768 to 1770, 1771 to 1773, 1774 to 1776, 1777 to 1779, 1780 to 1782, 1783 to 1785, 1786 to 1788, 1789 to 1791, 1792 to 1794, 1795 to 1797, 1798 to 1799, 1800 to 1802, 1803 to 1805, 1806 to 1808, 1809 to 1811, 1812 to 1814, 1815 to 1817, 1818 to 1820, 1821 to 1823, 1824 to 1826, 1827 to 1829, 1830 to 1832, 1833 to 1835, 1836 to 1838, 1839 to 1841, 1842 to 1844, 1845 to 1847, 1848 to 1850, 1851 to 1853, 1854 to 1856, 1857 to 1859, 1860 to 1862, 1863 to 1865, 1866 to 1868, 1869 to 1871, 1872 to 1874, 1875 to 1877, 1878 to 1880, 1881 to 1883, 1884 to 1886, 1887 to 1889, 1890 to 1892, 1893 to 1895, 1896 to 1898, 1899 to 1901, 1902 to 1904, 1905 to 1907, 1908 to 1910, 1911 to 1913, 1914 to 1916, 1917 to 1919, 1920 to 1922, 1923 to 1925, 1926 to 1928, 1929 to 1931, 1932 to 1934, 1935 to 1937, 1938 to 1940, 1941 to 1943, 1944 to 1946, 1947 to 1949, 1950 to 1952, 1953 to 1955, 1956 to 1958, 1959 to 1961, 1962 to 1964, 1965 to 1967, 1968 to 1970, 1971 to 1973, 1974 to 1976, 1977 to 1979, 1980 to 1982, 1983 to 1985, 1986 to 1988, 1989 to 1991, 1992 to 1994, 1995 to 1997, 1998 to 1999, 2000 to 2002, 2003 to 2005, 2006 to 2008, 2009 to 2011, 2012 to 2014, 2015 to 2017, 2018 to 2020, 2021 to 2023, 2024 to 2026, 2027 to 2029, 2030 to 2032, 2033 to 2035, 2036 to 2038, 2039 to 2041, 2042 to 2044, 2045 to 2047, 2048 to 2050, 2051 to 2053, 2054 to 2056, 2057 to 2059, 2060 to 2062, 2063 to 2065, 2066 to 2068, 2069 to 2071, 2072 to 2074, 2075 to 2077, 2078 to 2080, 2081 to 2083, 2084 to 2086, 2087 to 2089, 2090 to 2092, 2093 to 2095, 2096 to 2098, 2099 to 2101, 2102 to 2104, 2105 to 2107, 2108 to 2110, 2111 to 2113, 2114 to 2116, 2117 to 2119, 2120 to 2122, 2123 to 2125, 2126 to 2128, 2129 to 2131, 2132 to 2134, 2135 to 2137, 2138 to 2140, 2141 to 2143, 2144 to 2146, 2147 to 2149, 2150 to 2152, 2153 to 2155, 2156 to 2158, 2159 to 2161, 2162 to 2164, 2165 to 2167, 2168 to 2170, 2171 to 2173, 2174 to 2176, 2177 to 2179, 2180 to 2182, 2183 to 2185, 2186 to 2188, 2189 to 2191, 2192 to 2194, 2195 to 2197, 2198 to 2199, 2200 to 2202, 2203 to 2205, 2206 to 2208, 2209 to 2211, 2212 to 2214, 2215 to 2217, 2218 to 2220, 2221 to 2223, 2224 to 2226, 2227 to 2229, 2230 to 2232, 2233 to 2235, 2236 to 2238, 2239 to 2241, 2242 to 2244, 2245 to 2247, 2248 to 2250, 2251 to 2253, 2254 to 2256, 2257 to 2259, 2260 to 2262, 2263 to 2265, 2266 to 2268, 2269 to 2271, 2272 to 2274, 2275 to 2277, 2278 to 2280,

Commercial.

THIS DAY.

Although very few actual transfers in the various stocks have been reported this morning, numerous changes in the quotation list have to be noted. Banks, if anything, rule slightly weaker, with cash sellers at 182 per cent. premium, but as no business has been done the quotation may be regarded as almost a nominal one. Union Insurance have dropped another twenty-five dollars, sellers now ruling the market at 625, whilst North China has fallen fifty ticks, offers to sell at 1650 failing to secure customers. Canton Insurances continue on the downward line, sellers now offering to deal at 135. An inquiry for Hongkong Shares at 125 had not been responded to when our report left. Docks are hardly so firm as they have been lately, the scrip being rather out of favor at 54 per cent. premium. A prominent feature of the morning's business has been the renewed firmness of China Sugars, shares are wanted for cash at 181, and a fair amount of time transactions have been negotiated at 182 for the end of the month. Luzons, on the other hand, have failed to maintain their position, sellers offering to deal at 78, without finding customers, and a still lower rate appears a probable contingency during the course of the afternoon.

4 o'clock p.m.
The adverse state of the elements has as well as a temporary stopper on share, as well as on most other descriptions of business within the colony. "The Rialto" is quite deserted, and not a solitary share-broker is to be seen between the City Hall and the Cross Roads.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue 148 per cent. premium.
Hongkong and Shanghai Bank—New Issue 146 per cent. premium.
Union Insurance Society of Canton—625 per share, sellers.
China Traders' Insurance Company—\$2,400 per share, buyers.
North China Insurance—Tls. 1,650 per share, ex div. sellers.
Canton Insurance Company, Limited—\$135 per share, sellers.
Yangtze Insurance Association—Tls. 1,000 per share, sellers.
Chinese Insurance Company—\$205 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,225 per share, buyers.
China Fire Insurance Company—\$340 per share, buyers.
Hongkong and Whampoa Dock Company—54 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$10 per share, premium.
China and Manila Steam Ship Company—122 per share, buyers.
Hongkong Gas Company—\$80 per share, sellers.
Hongkong Hotel Company—\$180 per share, sellers.

Indo-China Steam Navigation Company, Limited—5 per cent. prem., sellers.
China Sugar Refining Company, Limited—\$181 per share, buyers.
China Sugar Refining Company (Debtless)—\$2 per share, premium.
Luzon Sugar Refining Company, Limited—\$2 per share, sellers.
Hongkong Ice Company—\$168 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex int.
Chinese Imperial Loan of 1881—3 per cent. prem., sales.

EXCHANGE.
ON LONDON.—Bank, T.T. 3/7
Bank Bills, on demand 3/7
Bank Bills, at 30 days' sight 3/7
Bank Bills, at 60 days' sight 3/7
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8
ON PARIS.—Bank, T.T. 4/6
Bank Bills, on demand 4/6
Credits, at 4 months' sight 4/6
ON BOMBAY.—Bank, T.T. 22 1/2
ON CALCUTTA.—Bank, T.T. 23
ON SHANGHAI.—Bank, T.T. 72 1/2
Private, 30 days' sight 72 1/2

EXPORT CARGO.
Per City of Peking, str. for San Francisco—6,340 bags Rice, 647 boxes Coffee, 966 boxes Prepared Opium, 34 cases Silk, 1,589 boxes Gun-lins, 200 bales Tobacco, 640 boxes Gambler, 25 bales Cloves, 374 packages Firecrackers, 255 packages Merchandise, and 1 box Treasure (valued at \$1,280.00). For Victoria, B.C.—19 boxes Crude Opium, and 3 boxes Merchandise. For Portland, Oregon—56 packages Merchandise. For San José de Guatemala—4 packages Floss Silk. For Panama—2 cases Silk. For St. Louis—8 packages Merchandise. For Boston—6 rolls Matting. For Buffalo—1 package Merchandise. For St. Paul's Minn.—200 packages Tea, and 2 packages Mats. For New York—2 cases Hats, 2 cases Silk, 1 case Merchandise, 102 packages Tea, 167 bales Raw Silk, and 9 cases Raw Silk.

OPPIUM MARKET—THIS DAY.
NEW MALWA.....per picul, \$530
(Allowance, Tals 112.)
OLD MALWA.....per picul, \$555
(Allowance, Tals 64.)
NEW PATNA.....per chest, \$595
OLD PATNA (first choice).....per chest, \$577
OLD PATNA (second choice).....per chest, \$577
OLD PATNA (bottom).....per chest, \$580
OLD PATNA (without choice).....per chest, \$570
NEW BENARES (high touch).....per chest, \$563
NEW BENARES (low touch).....per chest, \$555
NEW PERSIAN.....per picul, \$830
(Allowance, Tals 24.)
OLD PERSIAN.....per picul, \$840
(Allowance, Tals 8.)

HONGKONG TEMPERATURE.
(From Messrs. FALCONER & Co.'s Register).
Barometer—5 A.M. 29.98
Barometer—1 P.M. 29.98
Thermometer—5 A.M. 75
Thermometer—1 P.M. 84
Thermometer—5 P.M. 80
Thermometer—9 P.M. 72
Thermometer—11 P.M. 68
Thermometer—1 P.M. (Wet bulb) 72
Thermometer—5 P.M. (Wet bulb) 70
Thermometer—9 P.M. (Wet bulb) 68
Thermometer—11 P.M. (Wet bulb) 65
Barometer—5 A.M. 29.98
Barometer—1 P.M. 29.98
Thermometer—5 A.M. 75
Thermometer—1 P.M. 84
Thermometer—5 P.M. 80
Thermometer—9 P.M. 72
Thermometer—11 P.M. 68
Thermometer—1 P.M. (Wet bulb) 72
Thermometer—5 P.M. (Wet bulb) 70
Thermometer—9 P.M. (Wet bulb) 68
Thermometer—11 P.M. (Wet bulb) 65

Shipping.

ARRIVALS.

HECHT, German 3-m. schooner, 358, W. Ploetz, 11th May, Tournon, General—Siemssen & Co.
ALWINE, German steamer, 400, F. Thiesen, 12th May, Newchwang, 4th April, Beans—Wieler & Co.
PEKING, British steamer, 934, G. Heuermann, 12th May, Canton 11th May, General—Siemssen & Co.
FOOKSANG, British steamer, 990, Hogg, 12th May, Canton 11th May, General—Jardine, Matheson & Co.
CASSANDRA, German steamer, 928, T. Wagner, 12th May, Nagasaki 5th May, General—Siemssen & Co.
DOUGLAS, British steamer, 982, S. Ashton, 12th May, Foochow 9th May, Amoy 10th, and Swatow 11th, General—D. Laprak & Co.
ALVA, Portuguese ship, 632, E. de Souza, 12th May, Rajang 21st April, Timber—Brandao & Co.
WUHAN, British turret-ship, 12th May, from Canton.
ANNAM, Annamite steamer, 317, Yuen Man Tung, 12th May, Kwongnam 4th May, General—Order.

CLEARANCES AT THE HARBOUR OFFICE.

Nelson, British steamer, for Saigon.
Yangtze, British steamer, for Shanghai.
Serpent, British steamer, for Nagasaki.
Cairns, British steamer, for Hongkong.
Vorwaerts, German steamer, for Tournon.
Fookiang, British steamer, for Shanghai.
Fokien, British steamer, for Amoy.
Albany, British steamer, for Swatow.
Cassandra, German steamer, for Singapore.
Wandering Jew, American ship, for San Francisco.

DEPARTURES.

May 12, Poo-chi, Chinese steamer, for Hoihow.
May 12, Piccola, British steamer, for Straits Settlements.
May 12, Aurora, British bark, for Bangkok.
May 12, Bellini, British str., for Yokohama.
May 12, Albany, British steamer, for Swatow.
May 12, Fokien, British steamer, for Amoy, Taiwan, and Taiwan.
May 12, Henry, British steamer, for Nagasaki.
May 12, Yangtze, British str., for Shanghai.
May 12, Nain-tian, French str., for Hoihow.

PASSENGERS-ARRIVED.

Per Douglas, str. from Foochow, &c.—Bishop Burdon, Rev. Mr. Mehta, and 180 Chinese.
Per Mirapore, str. from London.—Mrs. Sargent, and Misses Sargent (2), Messrs. F. D. Gibb, and Garden, for Hongkong. From Gibraltar.—Mrs. C. Prezado and infant. From Brindisi.—Mr. Cass. From Bombay.—Mr. Toog. In transit, Major Candew and servant, Dr. A. Wharry, 83 Chinese on deck, 4 Cooks, and 3 Chinese boys. From Singapore.—Major and Mrs. Mulloy, Messrs. Howe, F. Schettima, A. de Serrine, B. Lobo, C. Sun Feng, T. Darge, R. Strotz, J. Chandler, P. Keeley, L. Greer, J. Sullivan, C. Waling, H. Higgenbottom, and F. K. Yeo and native servant, and 95 Chinese. For Shanghai.—Mr. Langley, from Penang. For Yokohama.—Mr. F. Sands, from London. From Singapore.—Lieut. S. W. Lane, and 1 native.

REPORTS.

The British steamship Douglas reports left Foochow on the 9th instant. Had strong S.W. winds and thick fog outside Amoy on the morning of the 10th. Left Amoy that evening. In Amoy the steamship Chi-yuen, and H.M. corvette Cleopatra. Left Swatow on the 11th. Had southerly winds and close rainy weather throughout the day, with thunder and lightning. In Swatow the steamships Awatung, Kwong-sang, Marborough, and Ferretout, H.M.S. Swift left for Penang.

SHANGHAI SHIPPING.

ARRIVALS.
April—27, Hideyoshi Maru, Japan str. from Kioitsu.
27, Hilda, British bark, from Nagasaki.
27, Wha-on, British steamer, from Hankow.
27, Martha, British bark, from Singapore.
28, Kung-wo, British steamer, from Hankow.
28, Kiang-kwan, Chinese str. from Hankow.
28, Nagoya Maru, Japan steamer, from Japan.
28, Hae-shin, Chinese steamer, from Fohow.
28, Chikiana, British str. from Tientsin.
28, Djennah, French steamer, from Hongkong.
29, Pautah, Chinese steamer, from Tientsin.
29, Mei-foo, Chinese steamer, from Tientsin.
29, Shanghai, British steamer, from Hankow.
29, Glenavon, British steamer, from London.
29, Nestor, British steamer, from Liverpool.
30, Peking, British steamer, from Hongkong.
30, Fuh-wo, British steamer, from Hankow.
30, Gordon Castle, British str. from London.
30, Brenda, British brig, from Nagasaki.

1, Kiang-piau, Chinese steamer, from Ningpo.
1, Fookiang, British steamer, from Hongkong.
1, Ocean, British steamer, from Sydney.
1, Sufei, British steamer, from Hongkong.
1, Sikh, British steamer, from Sydney.
1, Kiang-foo, Chinese steamer, from Hankow.
1, Tyne, British steamer, from Nagasaki.
1, Amoy, British steamer, from Hongkong.
1, See-wo, British steamer, from Amoy.
1, Kato, British schooner, from Sydney.
1, Haeon, Chinese steamer, from Tientsin.
1, Tung-shing, British str. from Ningpo.
1, Chung-king, British str. from Tientsin.
1, C. of Errol, British str. from Tientsin.
1, Velox, Dutch bark, from Keelung.
1, Taku, British steamer, from Tientsin.
1, Glenice, British steamer, from London.
1, S. Nordiske, Danish str. from a cruise.
1, Asla, British steamer, from Hongkong.

DEPARTURES.
April—27, Kiang-yung, Chinese steamer, for Hankow.
27, Cleopatra, British steamer, for Chefoo.
27, Yung-ning, Chinese steamer, for Wenchow.
27, Yeh-shin, Chinese steamer, for Chefoo.
27, Waverley, British steamer, for Nagasaki.
27, Lusitania, German steamer, for Nagasaki.
27, Baikal, Russian steamer, for Nagasaki.
27, Ava, French steamer, for Hongkong.
27, Hae-ting, Chinese steamer, for Tientsin.
27, Wenchow, British steamer, for Chefoo.
27, Sin Nan-ning, British steamer, for Chefoo.
27, Ichang, British steamer, for Hankow.
27, El Dorado, British str. for London.
27, Patroclus, British steamer, for Amsterdam.
27, Laertes, British steamer, for Amsterdam.
27, Hideyoshi Maru, Japan str. for Kioitsu.
27, Kiang-foo, Chinese steamer, for a cruise.
27, Caroline, German str., for Taiwanfoo.

May—1, Brunette, British bark, for Foochow.
1, Pautah, Chinese steamer, for Chefoo.
1, Kiang-kwan, Chinese str., for Hankow.
1, Hae-shin, Chinese steamer, for Foochow.
1, El Dorado, British steamer, for Tientsin.
1, Changchow, British steamer, for Chefoo.
1, Kiang-piau, Chinese steamer, for Ningpo.
1, Kwa-shing, Chinese steamer, for a cruise.
1, Shanghai, British steamer, for Hankow.
1, Wha-on, British steamer, for Hankow.
1, Mei-foo, Chinese steamer, for Chefoo.
1, Hing-shing, Chinese steamer, for Tientsin.
1, Chikiana, British steamer, for Hongkong.
1, Tunsin, British steamer, for Ningpo.
1, Flying Fish, British gunboat, for Sale River.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, N. C. Revebeck, 7th May, Hoihow 6th May, General—C. M. S. N. Co.
ARABIC, British steamer, 2787, W. G. Pearne, 9th May, San Francisco 10th April, and Yokohama, 3rd May, Mails and General—O. & O. S. S. Co.
BENARY, British steamer, 1,110, Le Bouillier, 7th May, Nagasaki 3rd May, Coal—Gibb, Livingston & Co.
BENLARIO, British steamer, 1,482, J. Clark, 6th May, Saigon 2nd May, Rice—Gibb, Livingston & Co.
BOTHWELL CASTLE, British steamer, 1,653, Thomson, 10th May, Saigon 6th May, Rice—Adamson, Bell & Co.
BOWEN, British steamer, 844, R. Craig, 25th April, Adelaide 29th March, Sydney 5th April, Brisbane 7th, Townsville 10th, Cooktown 12th, Thursday Island 14th, and Port Darwin 18th, General—Gibb, Livingston & Co.
BUTUAN, Spanish steamer, 358, Ojanaga, 8th May, Manila 6th May, General—Dunn, Melbye & Co.
CAIRNSMUIR, British steamer, 1,123, G. L. Castle, 23rd April, Newcastle, N.S.W., 1st April, Coals—Arnold, Karberg & Co.
CANARY, British steamer, 1,095, J. C. Jacques, 5th May, Singapore 29th April, General—Chinese.
CRYSTAL, British steamer, 1,707, Darlings, 1st May, Calcutta 14th April, Sandhead 19th, Penang 21st, and Singapore 24th, General—D. Sassoon, Sons & Co.
ESMERALDA, British steamer, 395, G. Wright, 24th March, Manila 21st March, General—Russell & Co.—Kowloon Dock.
FAME, British steamer, 177, Stopant, (up plying) Hongkong and Whampoa Dock Co.
FEILUNG, British steamer, 752, W. M. Allison, 11th May, Bangkok 6th May, General—Yuen Fat Hong.
GLENAGLES, British steamer, 1,839, J. K. Jardine, 5th May, Saigon 1st May, Rice—Jardine, Matheson & Co.
GLENROV, British steamer, 1,411, W. J. Ceake, 10th May, Saigon 6th May, Rice and Faddy—Jardine, Matheson & Co.
GORDON CASTLE, British steamer, 1,320, W. Waring, 11th May, Shanghai 7th May, Ballast—Adamson, Bell & Co.
JORGES, British steamer, 557, Thebaud, 10th May, Manila 7th May, General—Russell & Co.
KASHGAR, British steamer, 1,514, W. J. Webster, 5th May, Singapore 29th April, General—P. & O. S. N. Co.
KILLARNEY, British steamer, 1,066, H. O'Neill, 7th May, Saigon 3rd May, Rice—Captain LIDO, British steamer, 620, S. Lewis, 9th May, Keelung 7th May, Coal—Russell & Co.
LORNE, British steamer, 1,034, Wm. Hunter, 10th May, Rangoon, and Singapore 4th May, General—Russell & Co.
MIRAZORE, British steamer, 2,164, S. Bason, 11th May, Bombay 22nd April, and Singapore 6th May, Mails and General—P. & O. S. N. Co.
MORAY, British steamer, 1,427, Wm. S. Duncan, 30th April, Calcutta 14th April, and Singapore 22nd, General—Jardine, Matheson & Co.
NELSON, British steamer, 894, Thorne, 7th May, Sydney 3rd April, Coal—Geo. R. Stevens & Co.
PING-OW, British steamer, 574, A. McCaslin, 11th May, Hoihow 8th May, and Hoihow 10th, General—Russell & Co.
ROSSLYN, British str., 1,049, John McKechnie, 9th May, Saigon 4th May, Rice—Jardine, Matheson & Co.
SALTRE, French steamer, 323, Biard, 9th May, Haiphong 7th May, General—Shing Loong.
SEA GULL, American steamer, 48, Hayden, New York, and American Traders' Insurance Co.
SERAFIS, British steamer, 1,470, D. Boughton, 11th May, Singapore 5th May, Ballast—Siemssen & Co.
SUMATRA, British steamer, 1,406, T. Fairclough, 8th May, Yokohama 29th April, Mails and General—P. & O. S. N. Co.
VINDOBALA, British steamer, 1,734, S. H. Stuart, 9th May, Saigon 6th May, Ballast—Captain.
VORWAERTS, German steamer, 611, Boyser, 9th May, Hoihow 8th May, General—Wieler & Co.
YOTTUNG, British steamer, 285, H. Kennett, June 23rd, Quanaal 19th June, General—Kwok Acheong & Sons.

SAILING VESSELS.

ABBE CARVER, American bark, 982, Penelton, 15th April, Newcastle, N.S.W., 1st Feb., Coals—Siemssen & Co.
ADELIA CARLETON, American bark, 591, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal—Russell & Co.
ADVANCE, Slaneese bark, 336, P. Dethleffsen, 8th May, Bangkok 16th April, Rice—Chinese.
ANDROKLOS, British bark, 400, D. Murray, 3rd May, Amoy 30th April, Bricks—Butterfield & Swire.
ANNA, German bark, 447, Jessen, 4th May, Bangkok 27th March, Rice—Wieler & Co.
ANTOINETTE, British bark, 884, Th. Bunje, 7th May, Saigon 27th April, Paddy—Morris & Co.
BEN F. HUNT, Jr., Amer. bark, 1,190, J. N. Frith, 23rd April, Newcastle, N.S.W., 24th February, Coal—Ed. Schellhass & Co.
BONITO, German brig, 592, H. Haase, 17th April, Bangkok 17th March, General—Wieler & Co.
CAMBRIDGE, British ship, 1,135, Hill, 26th April, Newcastle, N.S.W., 13th March, Coal—Ed. Schellhass & Co.
CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 37th Jan., Ballast—Russell & Co.
CYRUS, British ship, 1,392, Johnson, 11th Jan., Middlebro 4th August, Iron—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., Rio de Janeiro 9th Oct., Petroleum—Russell & Co.
C. P. DIXON, American bark, 728, Carey, 29th April, Newcastle, N.S.W., 3rd March, Coal—Siemssen & Co.
DIO FILI, Austrian bark, 627, D. Bernethel, 30th April, Newcastle, N.S.W., 12th March, Coal—Borneo Co. Limited.
FORMOSA, British schooner, 381, W. G. Quayle, 25th April, Key Clump Sand, W.A., 17th February, Sapwood—Siemssen & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., Newcastle, N.S.W., 8th Dec., Coals—Arnold, Karberg & Co.
HENRIETTA, American ship, 1,267, C. M. Nichols, 25th April, Newcastle, N.S.W., 8th March, Coal—Ed. Schellhass & Co.
HERMANN, German bark, 444, M. Trausen, 10th April, Bangkok 24th March, General—Wieler & Co.
JACOBINE, German bark, 417, C. H. Christiansen, 6th May, Newchwang 17th April, Beans—Ed. Schellhass & Co.
JOHN WORSTER, American bark, F. A. Houghton, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal—Russell & Co.
KART, German bark, 382, E. Kraus, 8th May, Newchwang 21st April, Beans—Cheung Woo Chan.

HONGKONG SAILING VESSELS.

(Continued.)
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan., Whampoa 31st Dec., General—Ed. Schellhass & Co.
MARIE, German bark, 464, H. Island, 24th April, Freemantle 17th February, Sandalwood—Captain.
MERCURY, American ship, 1,156, Panno, 4th March, Singapore 1st February, Timber—Russell & Co.
MERCURY, British bark, 361, Thomas, 29th April, Newcastle, N.S.W., 21st March, Coal—Borneo Co. Limited.
MOUNT LEBANON, British barkentine, 530, C. H. Nelson, and May, Newcastle, N.S.W., 26th February, Coal—Rosario & Co.
N. THAYER, American bark, 385, Crosby, 1st April, Newcastle 27th January, Coals—Adamson, Bell & Co.
PAPA, German bark, 748, F. H. Bannau, 5th March, Cronstadt 25th October, Flour—Siemssen & Co.—Kowloon Dock.
PENOBSCOT, American bark, 1,133, O. G. Eaton, 28th March, Newcastle, N.S.W., 31st January, Coal—Russell & Co.
PRISCILLA, British bark, 767, B. Young, 25th March, Newcastle 8th January, Coal—Ed. Schellhass & Co.
QUEEN OF ENGLAND, Siam bark, 542, T. Otten, 4th May, Bangkok 26th March, Rice—Chinese.
ROBERT PORTER, American bark, 840, D. C. Nichols, 6th April, Newcastle, N.S.W., 26th January, Coals—Russell & Co.
ROSA MARIE, Italian bark, 911, G. D. Ottone, 4th May, Shanghai 16th April, Ballast—D. Musso & Co.
SACRAMENTO, American ship, 1,347, J. C. Entwistle, 20th April, New York 18th Dec., Oil and General—Melchers & Co.
SAMAR, American ship, 1,058, O. Miller, 23rd April, Sydney 23rd February, Coal—Dunn, Melbye & Co.
SIR WM. WALLACE, British bark, 968, T. R. Brown, 24th Feb., Newcastle, N.S.W., 30th Dec., Coal—Ed. Schellhass & Co.
SOOLLOO, British bark, 472, Buckley, 7th May, Bangkok 12th April, Rice and Sapwood—Borneo Co. Limited.
ST. ISIDORE, French bark, 388, J. Durand, 2nd April, Whampoa 1st April, General—Carlowitz & Co.
SUSAN GILMORE, American ship, 1,207, W. M. Carves, 18th April, Nagasaki 10th April, Coals—Captain.
TILLIE BAKER, American bark, 683, J. H. Boynton, 23rd April, Newcastle, N.S.W., 21st February, Coal—Melchers & Co.
WAGHORN, German 3-m. schooner, 179, A. Dibun, 21st March, Whampoa 1st April, General—Wieler & Co.
WANDERING JEW, American ship, 1,668, H. Talpay, 26th Feb., Cardiff 27th October, Coal—Russell & Co.

CANTON.

HWAI-YUEN, Chinese steamer, 984, Nelson, 10th May, Shanghai 5th May, and Amoy 9th, General—C. M. S. N. Co.
WHAMPOA.
ERLKONIG, German bark, 456, A. Nausch, 6th May, Newchwang 16th April, Beans—Siemssen & Co.
MARIE, German bark, 739, G. Thomaschewsk, 11th May, Newchwang 17th April, General—Melchers & Co.
BRINTPENS, French bark, 375, Galland, 5th May, Newchwang 19th March, Beans—Carlowitz & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,435, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
Kiang-chow, British steamer, 159, Goggin—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,890, Hoyland—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 140, Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 527—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 1st May, 1883.
Hedvig, British bark, 375 (Henningien)—Fase-dag & Co.
M. A. Dixon, British bark, 415 (Cooke)—Boyd & Co.
Rachel, British bark, 282 (Affleck)—Boyd & Co.
Willie, British schooner, 274 (Olin)—Boyd & Co.

FOOCHOW.

In Port on 28th April, 1883.
Florence Treat, British bark, 790 (Dobson)—Chinese.

SHANGHAI.

In Port on 4th May, 1883.
Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
Argos, British brig, 289 (Johnson)—Nils Moller.
Batavia, British bark, 367—Nils Moller.
Breda, British bark, 291 (Swensen)—Mackenzie & Co.
Ching-shing, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cent of Erro, British schooner, 319 (Taylor)—Jardine, Matheson & Co.
Elliot, British bark, 285 (Nell)—Jardine, Matheson & Co.
Giffed, Norwegian bark, 437 (Harter)—Butterfield & Swire.
G. H. Wappans, German bark, 538 (Boysen)—Meyers & Co.
Hilda, British bark, 306 (Henningien)—Nils Moller.
J. S. Stone, American bark—Captain.
Kate, British schooner, 192 (Oate)—Russell & Co.
Kolga, German bark, 540 (Lome Bang)—Russell & Co.
Kristina Nilsson, American brig, 279 (Thomson)—Russell & Co.
Martha, British bark, 853 (McPherson)—Morris & Co.
M. Wendenham, American sch., 505 (Oberg)—J. W. Muller & Co.
Ned White, American schooner, 523 (Parker)—King & Co.
Pearl, American bark, 536 (Howe)—Chapman, King & Co.
E. V. Litchfield, American bark, 1,041 (Squall)—Russell & Co.
Theobald, American schooner, 239 (Williams)—Frazar & Co.
Tyburn, British bark, 948 (Chalmers)—Adamson, Bell & Co.
Velox, Dutch bark, 240 (Wilkins)—Ed. Schellhass & Co.
KJOENHAVN, Danish bark, 400, Magleby, 16th April, Amoy 15th April, Bricks—Wieler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Shanghai.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Shanghai.
Champion, corvette, 14 guns, Captain Russell S. G. Pauley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, en route Shanghai.
Curacao, corvette, 14 guns, Captain Anstruther, Hongkong.
Daring, composite sloop, 4 guns, Commander F. J. J. Eliot, Kobe.
Esk, double-screw gunboat, 5 guns, in reserve Hongkong.
Flying Fish, sloop, 4 guns, Lieut-Commander Hoskyn, Shanghai.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut-Commander McQuinn, Sandakan.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnets, British gunboat, Commander C. P. Harris, Shanghai.
Maggie, surveying vessel, 4 guns, Hongkong.
Midge, double-screw gun-vessel, 12 reserve Hongkong.
Moonen, gunboat, 4 guns, Lieut-Commander J. H. Corfe, Kobe.
Pegasus, sloop, 6 guns, Commander Bickford, Shanghai.
Sheldrake, gunboat, 4 guns, Lieut-Commander M. Bridger, Hongkong.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Swatow.
Tweed, double-screw gunboat, 3 guns, in reserve Hongkong.
Victor Emanuel, receiving ship, 20 guns, Commodore Cumming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut-Commander C. Lindsay, Shanghai.
Wiven, turret-ship, 4 guns, in reserve Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Alen, American corvette, 4 corvette, Commander Kempff, Kobe.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.
Ernak, Russian transport, Captain Koltchak, Nagasaki.
Gomostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Ilia, German gunboat, 8 guns, Commander Klaus, Shanghai.
Kersant, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbig, Hongkong.
Luth, French gunboat, 4 guns, Commander Rouvier, Tonquin.
Monocacy, American gunboat, 6 guns, Commander C. S. Cowley, Nagasaki.
Morge, Russian gunboat, 7 guns, Commander Tataroff, Japan.
Nepa, Russian gunboat, 7 guns, Commander Valroind, Nagasaki.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Hongkong.
Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostok.
Stosch, German corvette, 19 guns, Captain Buchholz, Shanghai.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck Singapore.
Victorieuse, French frigate, 14 guns, Captain de la Baie, Tonquin.
Villars, French corvette, 15 guns, Captain M. Dewatre, Tonquin.
Vostok, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander von Raven, Hongkong.

CANTON GUNBOAT SQUADRON.

An-lan, Vicroy's gunboat, 7 guns, Lin Kuo Chang, Hongkong.
Chee-hing, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Chen-to, Vicroy's gunboat, 7 guns, J. Stewart, Canton.
Chen-ling, Revenue cruiser, 3 guns, Chinese Hongkong.
Ching-on, Revenue cruiser, 3 guns, Chung Wing Fai, Canton.
Ching-ting, Vicroy's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Hongkong.
Ching-ching, Vicroy's gunboat, 3 guns, Chen Liang-ching, Hongkong.
Ching-ching, Revenue cruiser, 3 guns, Leung Yung-tung, Canton.
Hue-shan, Vicroy's gunboat, 3 guns, H. J. Parnich, Canton.
Li-shi, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shao, Hongkong.
Quang-on, Vicroy's gunboat, 4 guns, Lie Ping Tse, Canton.
Sheen-chi, Revenue cruiser, 3 guns, San Tung Tai, Hongkong.
Sui-ting, Vicroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tehing-on, Vicroy's gunboat, 3 guns, Chinese Admiral, Bogue Fort.
Tehing-on, Vicroy's gunboat, 3 guns, Chinese Bogue Fort.
Tehing-on, Revenue cruiser, 3 guns, Chinese T. H. West Coast.
Ting-ping, Vicroy's gunboat, 6 guns, A. Gersan, Canton.
Yuh-yi, Vicroy's gunboat, 3 guns, Chinese Canton.
Yuh-min, Vicroy's gunboat, 3 guns, J. Yeas, Canton.

Post Office.

A MAIL WILL CLOSE.

For Hollow and Halphong—Per *Salter*, to-day, the 12th instant, at 5 P.M.
For Swatow and Amoy—Per *Lorne*, to-day, the 12th instant, at 5 P.M.
For Nagasaki and Yokohama—Per *Kashio*, to-morrow, the 13th instant, at 9 A.M.
For Swatow, Amoy, and Foochow—Per *Kil-lary*, on Monday, the 14th instant, at 9 A.M.
For Swatow, Amoy, and Foochow—Per *Douglas*, on Monday, the 14th instant, at 9 A.M.
For Swatow, Amoy, and Foochow—Per *Kil-lary*, on Monday, the 14th instant, at 9 A.M.
For Shanghai—Per *Fookiang*, on Monday,